



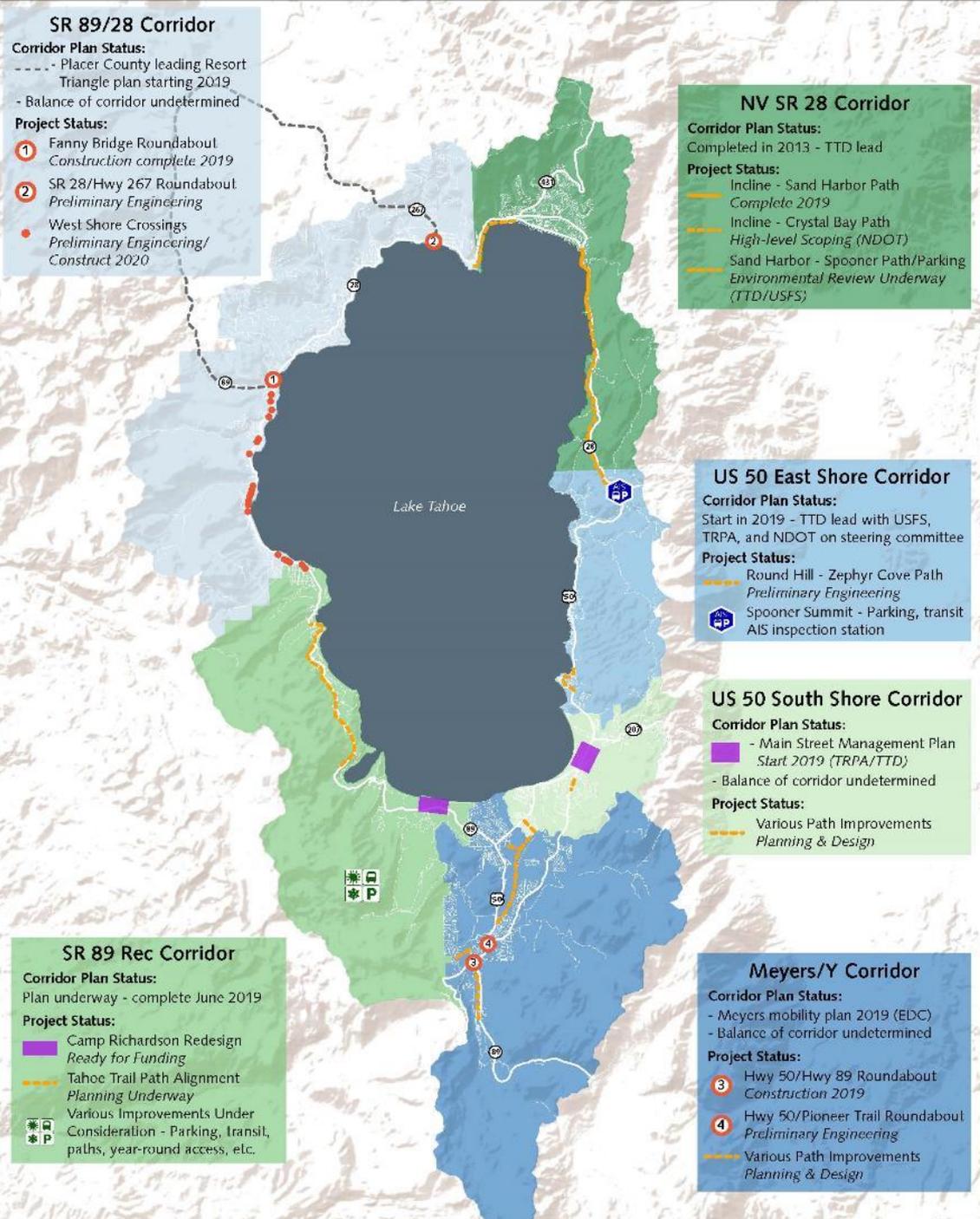
SR 89 Recreation Corridor Management Plan

Advisory Planning Commission

Tahoe Regional Planning Agency

February 12, 2020

Corridor Planning Framework



- **2013: SR 28 Corridor Plan**
 ✓ Provided a Great Model
- **2017: Corridor Connection Plan**
 ✓ Provided launching pad to accelerate planning
- **2018: Bi-State Consultation**
 ✓ Corridor Planning MOU
- **2019: SR 89 Corridor Plan**
 ✓ Enhanced connection between transportation and sustainable recreation

Involvement Framework

Policy Development

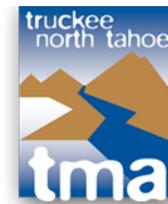
- Bi-State Corridor Planning Group
- TIE Steering Committee

Plan Development

- Project Steering Committee
- Project Development Team
- Sustainable Recreation Working Group

Outreach and Stakeholder Input

- Focus Groups
- Surveys
- Stakeholder Workshops
- Public Outreach
- Engagement with private sector and HOAs



Connections

- Regional Transportation Plan
 - Project list
 - Program for funding
 - Transit Packages
 - Contribution to regional goal attainment
- Bi-State Consultation
 - Transit Packages
 - Funding Discussion
- Threshold Standards
 - Recreation
 - Water Quality
- Partner Agencies
 - USFS
 - CA State Parks
 - TTD

Key Issues

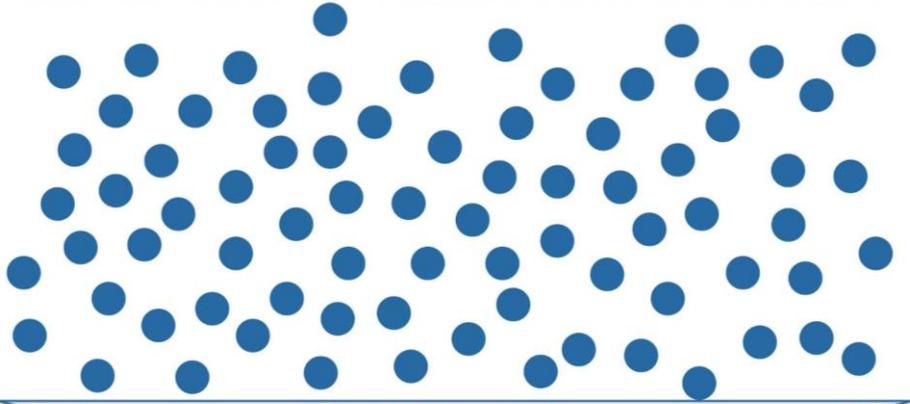
Demand has exceeded infrastructure which impacts transportation and visitor experience

- Impacts to visitor experience can be an economic impact
- Safety Concerns
- Increased Environmental Disturbance and Run-off
- Congestion and Traffic



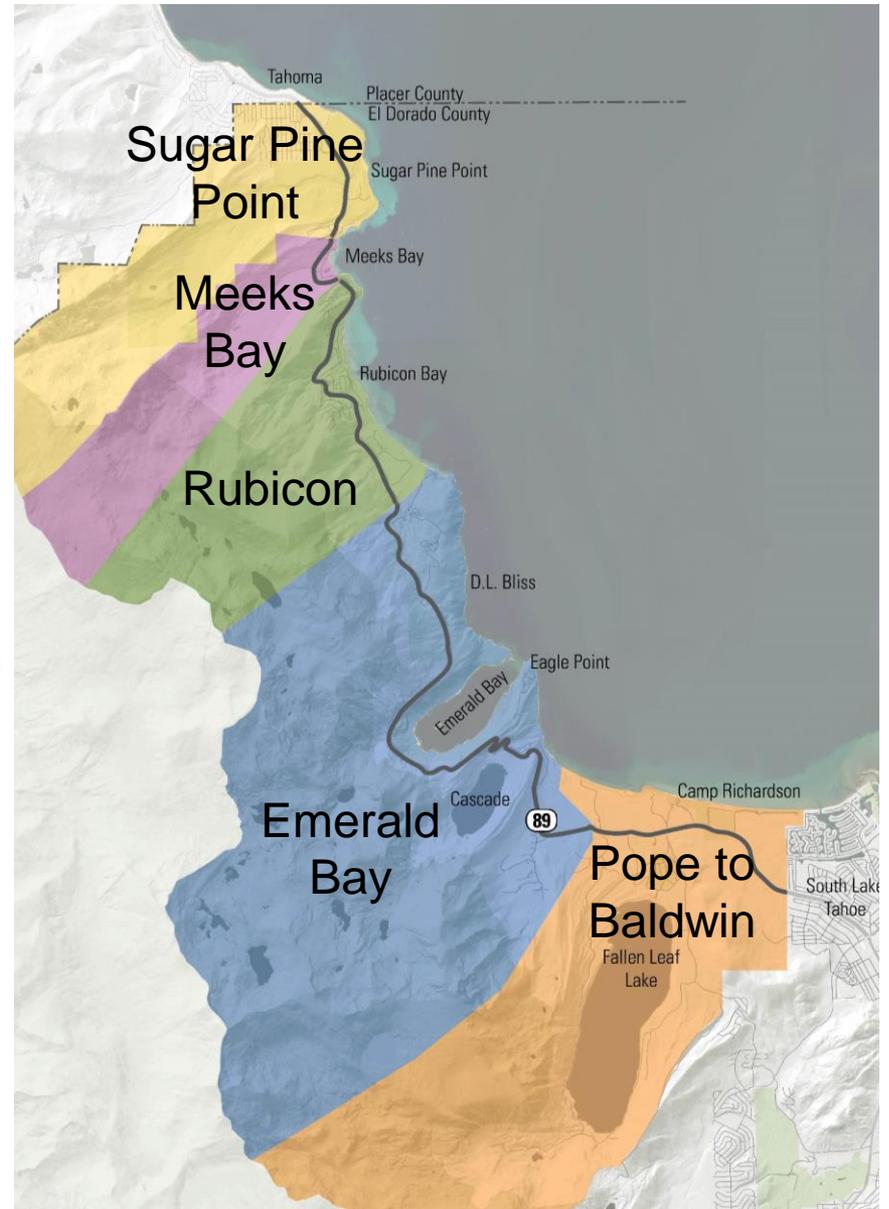
Strategies

CONCEPTS GENERATED BY STAKEHOLDERS & COMMUNITY INPUT



TESTED AGAINST GOALS

CORRIDOR-WIDE TOOLS & STRATEGIES



INTERCONNECTED STRATEGIES

TRANSIT

- Create rec
- Develop S
- Frequent a
- Focus on s
the Pope t
Segments

PARKING ENFORCE

- Restrict ar
roadside p
- Leverage |
- Utilize stra
congestion
progressiv
- Provide ac

TRAVEL

- Provide re
- Coordinat
marketing
- Create a s
- Provide a
approach to parking management



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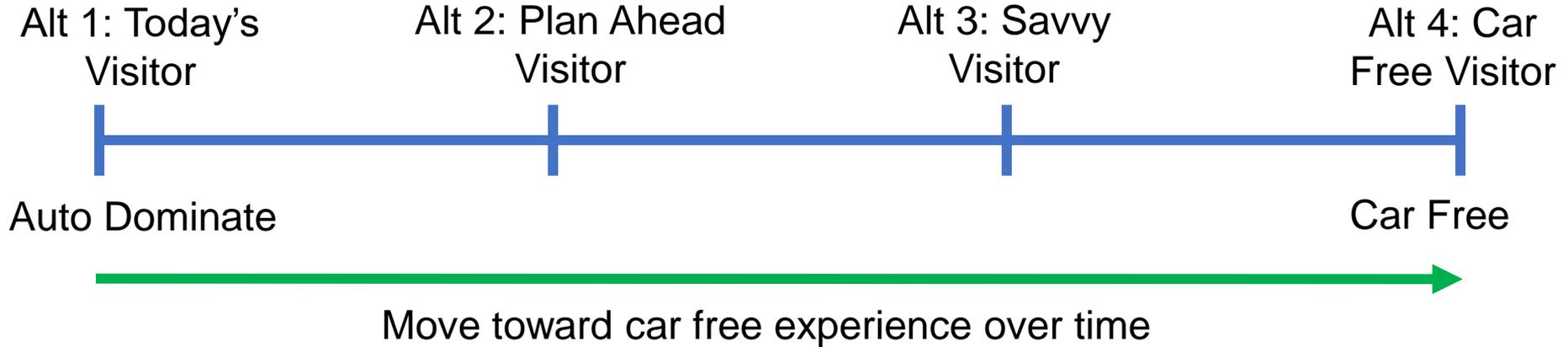
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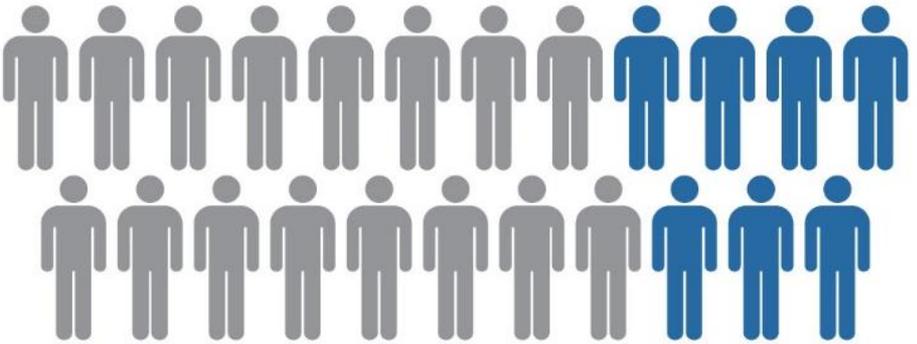
Travel Options Analysis



- Congestion, VMT, Vehicle Access
 - Regional Transportation Plan Goals
- Visitor Experience and Public Access
 - Equity and access for all
 - Threshold Standards
- Natural Resource Conditions
 - Threshold Standards
- Safety

Travel Options Analysis

POPE TO BALDWIN SEGMENT 2018 AVERAGE PEAK WEEKEND VISITATION



Continued Use of
Existing Parking Lots

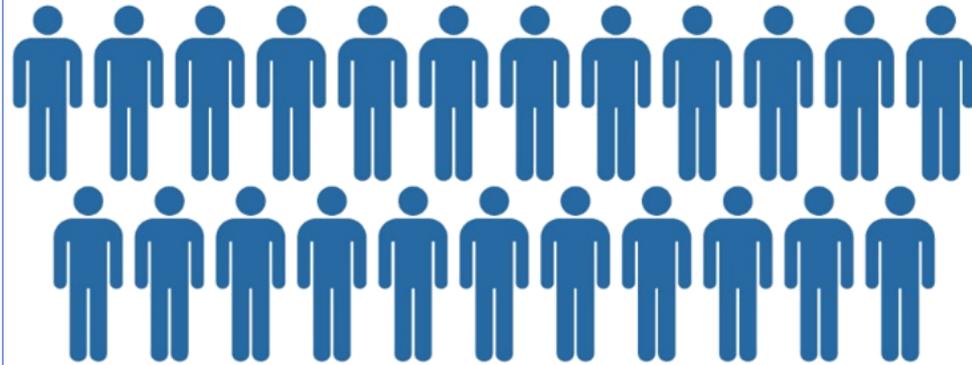


Shift Behavior of
25% of Visitors

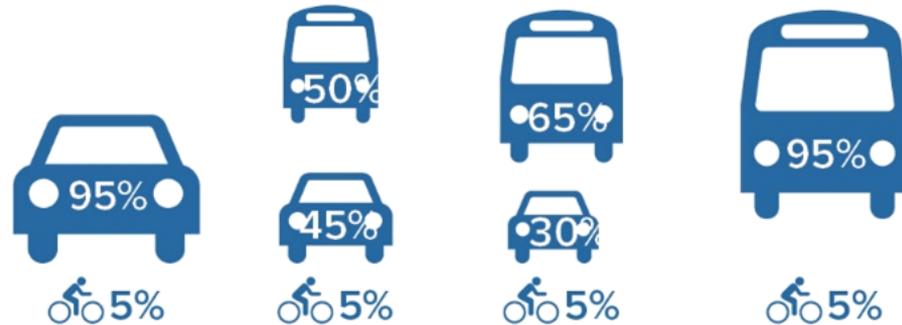


Alternatives	
90%	10%
80%	20%
70%	30%

EMERALD BAY SEGMENT 2018 AVERAGE PEAK WEEKEND VISITATION



Alternatives to Shift Visitor Behavior



Travel Options Analysis Transit Routes

EXPRESS ROUTE

"PARK ONCE" APPROACH

Stateline TC → Tahoe City TC

Stops

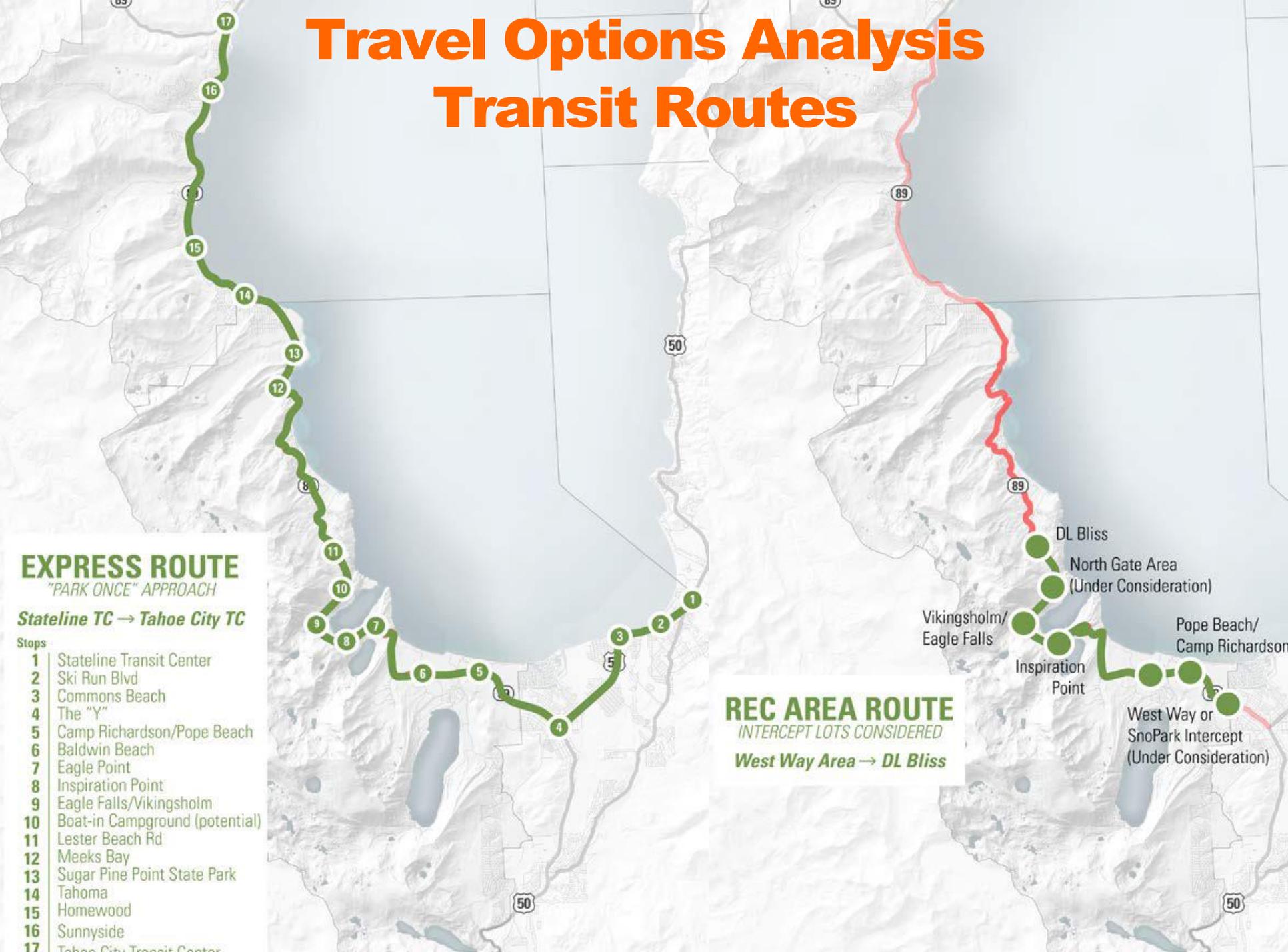
- 1 Stateline Transit Center
- 2 Ski Run Blvd
- 3 Commons Beach
- 4 The "Y"
- 5 Camp Richardson/Pope Beach
- 6 Baldwin Beach
- 7 Eagle Point
- 8 Inspiration Point
- 9 Eagle Falls/Vikingsholm
- 10 Boat-in Campground (potential)
- 11 Lester Beach Rd
- 12 Meeks Bay
- 13 Sugar Pine Point State Park
- 14 Tahoma
- 15 Homewood
- 16 Sunnyside
- 17 Tahoe City Transit Center

REC AREA ROUTE

INTERCEPT LOTS CONSIDERED

West Way Area → DL Bliss

- DL Bliss
- North Gate Area
(Under Consideration)
- Vikingsholm/
Eagle Falls
- Inspiration
Point
- Pope Beach/
Camp Richardson
- West Way or
SnoPark Intercept
(Under Consideration)



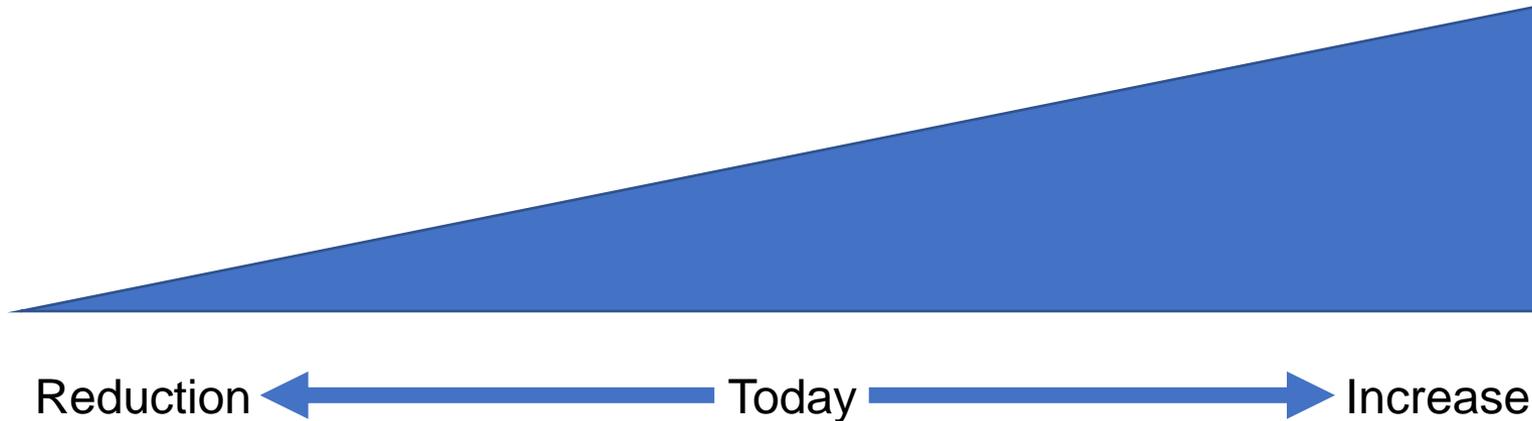
Travel Options Analysis

Parking Management

Parking Lot Type	Locations	Structure
Intercept	Stateline, Tahoe City, 'Y', Sno-Park, Airport	all day parking allowed (fee depends on location, in corridor fee higher) small parking fee
Vistas	Inspiration, Vikingsholm, Eagle Falls	30-minute metered photo parking (higher rate, if don't leave after 30 minutes)
Corridor	Emerald Bay Day Use	metered, congestion priced; charge year-round; overnight- permit includes fee
Facility	Camp Rich, Pope, Baldwin, Meeks, DL Bliss, Sugar Pine, Taylor Creek, Kiva, Tallac Historic Site, Fallen Leaf	flat fee with reservation at certain locations, flexibility for prime beach hours versus evening and off-season

Travel Options Analysis

Future Visitation



Balancing our needs and achieving our goals

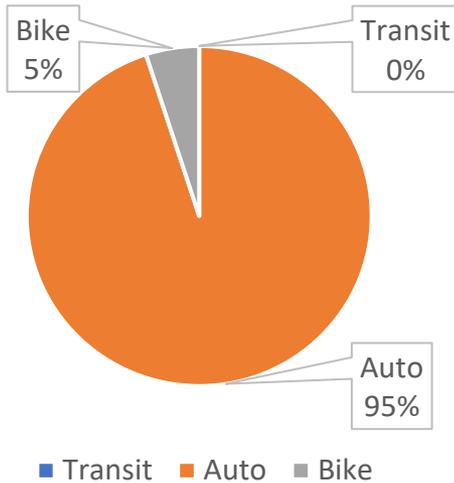
Considerations

- Visitor Management
 - Matching resources to visitor demand
 - Shifting visitor use over time and space
- Investing in infrastructure to meet desired outcomes
 - Transit, parking, recreation sites
- Balancing access, equity, and resource conditions
- Basin-wide implications

Alternative 1 – Today's Visitor

No Transit Service - Minimal parking restrictions

Emerald Bay



Visitor Use Management

- Passive
- Un-Guided

Parking Management

- First-Come, First-Serve
- Free or Fixed Rate

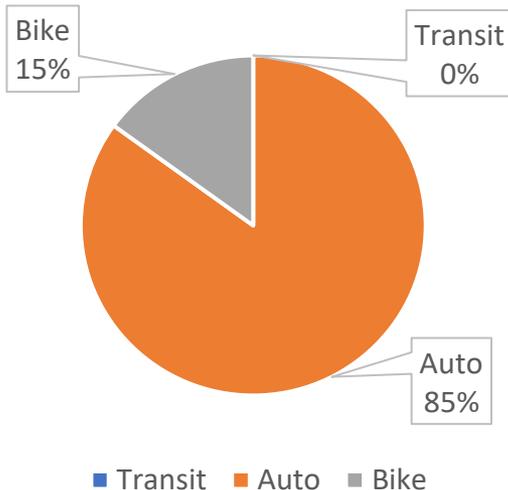
Access

- Unmanaged
- Less people served

Infrastructure

- Maintain Existing
- Expansion of in corridor parking
- No transit

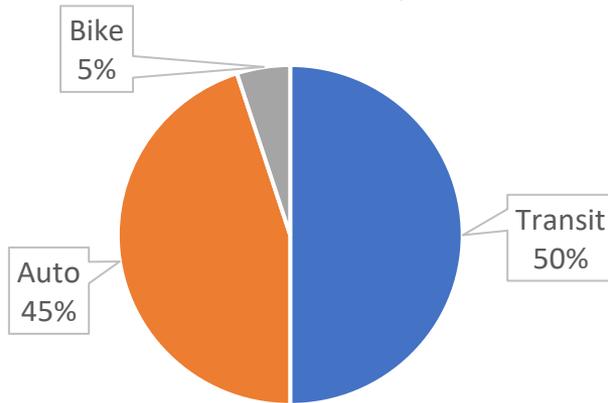
Pope Baldwin



Alternative 2 – Plan Ahead Visitor

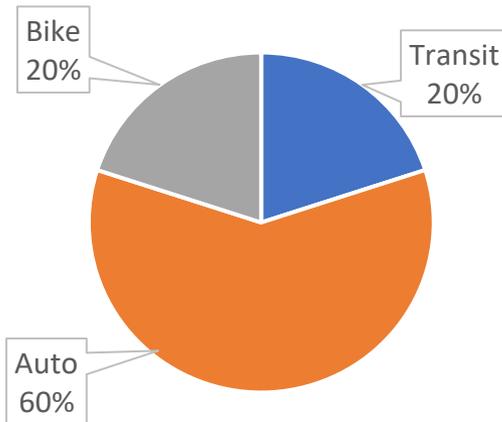
Low level transit - Minimal parking restrictions

Emerald Bay



■ Transit ■ Auto ■ Bike

Pope Baldwin



■ Transit ■ Auto ■ Bike

Visitor Use Management

- Passive
- Self-Guided

Parking Management

- First-Come, First-Serve
- Metered parking

Access

- Semi-managed
- Less people served

Infrastructure

- Some investment in recreation sites
- In corridor parking plus small intercept lots
- Small transit expansion

Alternative 3 – Savvy Visitor

High level transit - Mid level parking restrictions

Visitor Use Management

- Active
- Guided

Parking Management

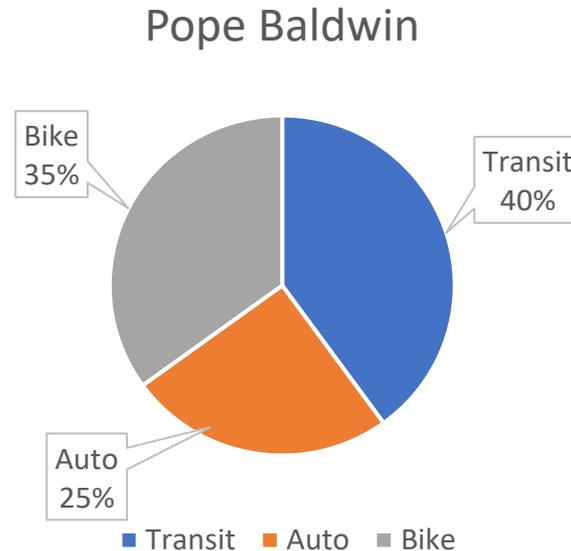
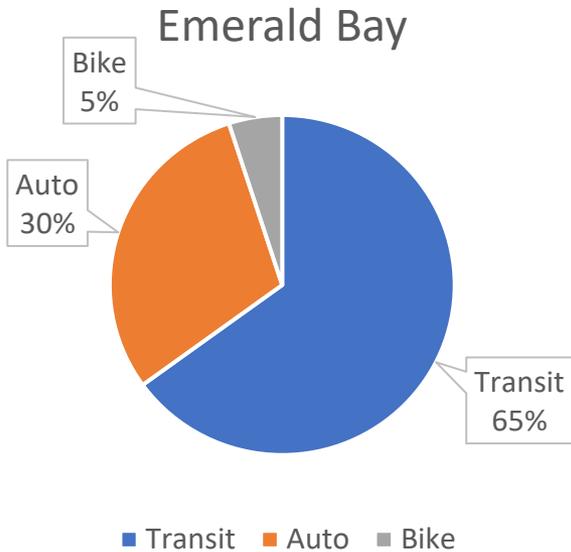
- Reservation plus vista points
- In Corridor restrictions
- Congestion pricing

Access

- Highly managed
- More people served

Infrastructure

- Some investment in recreation sites
- Large intercept lots, minimal in corridor parking
- Major transit expansion



Alternative 4 – Car Free Visitor

High level transit - Maximum level parking restrictions

Visitor Use Management

- Active
- ‘Disney Land’

Parking Management

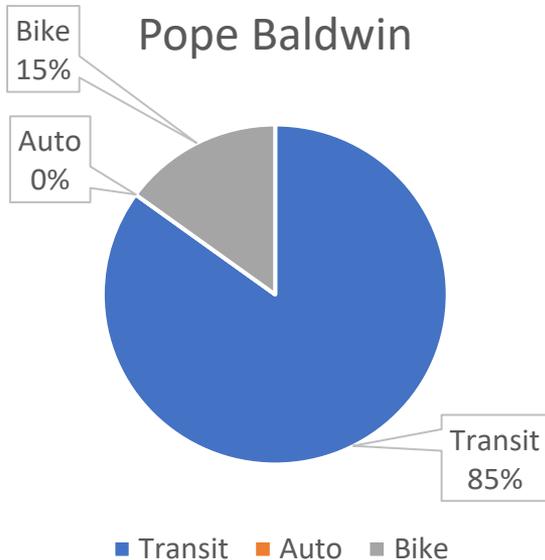
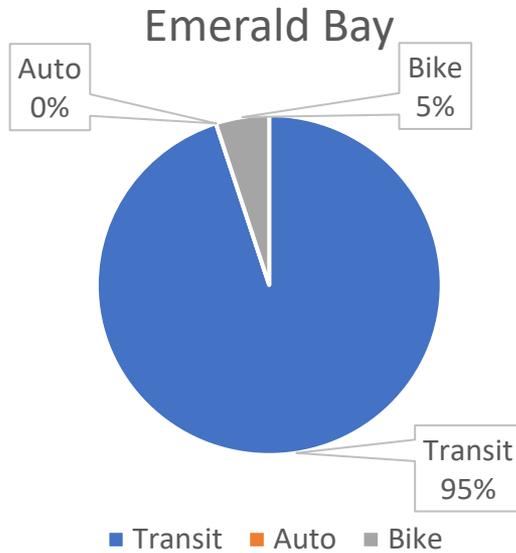
- Restricted vehicle access to Emerald Bay
- Reservation only
- Congestion pricing

Access

- Highly managed
- More people served

Infrastructure

- Some investment in recreation sites
- Multiple intercept lots
- Major transit expansion



Next Steps

- Incorporate Feedback from today
- Finalize baseline model run
- Detailed analysis for Alternative 2 and 3 with maps
 - Key differences: parking strategies and transit service levels

Results

- Mode split goals and number of people to shift by mode
- Estimated annual operating costs
- Vehicle Capital Costs (not including other capital costs)
- System capacity-throughput (volume of people)

Next Steps

Stakeholder Engagement

- PDT Meetings #6
- Stakeholder Workshop
- Public Workshops
- Digital Webinar
- One-on-One meetings

Agency Alignment

- Board Presentations
- Executive Meetings
- TIE Steering Committee

Plan Adoption

- Draft Plan (end of March)
 - 30 day public comment period
 - Additional stakeholder outreach
- Final Plan Released and Endorsement(May 1)
- Final Plan and Adoption (June)
 - TRPA Governing Board

Questions and Discussion

